

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 1995 10:34:03 -0500 (CDT)
From: Fire Bottle archive handler <firebotl@jackatak.theporch.com>
Subject: "Crash" at theporch.com -- it wasn't... ;^)
Message-ID: <9506251034.ab20831@jackatak.theporch.com>

> FYI in case you expect digest readers to respond to a June 23 posting, the
> following was in place of the Boatanchor digest this morning:

There was a single severe storm cell that took out the ISDN repeater
upstream from Phil's home and kept it out for some time. The Telephone
Company was working hard, and declared that "the problem is not at
your end, Dr. Porch"...

During the time the link was down, the digests were ready to be
mailed. For those sites where there was still a current record in the
name server database, the digest delivery was postponed... for those
whose record expired, the digest was heaved because the system was
"unknown"

Sorry, but that is how it works...

> -----BEGIN ARTICLE-----

> >From boatanchors@theporch.com Thu Jun 22 16:02:05 1995
> Date: Thu, 23 Jun 1995 11:02:05 -0500
 ^^^ ^^ ^^^ ^^^^

Damn! *L*O*N*G* day! ;^)

> ThePorch.com appears to have "crumbled." No digest arrived for today.
Telephone Company succumbed to the forces of nature -- lightening --
that torched the repeater in a manhole far from a repair person...

No crumble... yet... ;^)

--

73

Jack, W4PPT/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)
- - - BoatAnchor Mailing List Archiver/Owner - - -
firebotl@jackatak.theporch.com - "Plus ca change, plus c'est la meme chose"

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 1995 15:00:30 -0500 (EST)
From: "Roberta J. Barmore" <rbarmore@indy.net>
Subject: "Uh-oh," was RE: Help me not throw in the towel.
Message-ID: <Pine.3.89.9506251431.B3014-0100000@indy3>

Hi!

...And uh-oh:

On Sun, 25 Jun 1995 jproc@worldlinx.com wrote:

> If you owned, a Model T Ford, you would not likely take it to work on a
> daily basis for many reasons. However, when you want to experience the 'feel'
> of using a simple automobile which lacked speed, safety devices and comfort,
> then the Model T would be the natural choice.

Guys, I'm in trouble--I'm a walkin' talkin' anachronism and I'm doomed!

Consider the evidence:

A. I use fountain pens; I prefer them.

B. When I have to draw something, I get out pencil, paper and
straightedge, not a CAD program.

C. My desk is a huge old oak professor's desk, probably late of Butler
U and dating from the late 1930s.

D. I still *cook.* Nodbody cooks any more.

E. My car is a '73 MGB; a little nicer than a Model T Ford, it does
have seatbelts, brake and running lights and handles better, but it's still
awfully basic. Dean's Urban Assault Vehicle (Suzuki Samurai), which I'm
driving 'til we can get the 'B fixed up (bodywork and other arcane &
expensive things) is even *more* basic in most ways.

F. Except for an RS 10m transcievething that's in a box in the
basement and a homebrew SWL set on my nightstand, *all* of my radio gear
is tube-type.

G. I am more likely to use either a slide rule, an abac/nomogram, or
pencil and paper to figure things out than a calculator. If it's complex
or repetitive enough to call for a computer, I use BASIC to do the job.

H. Finally, I don't have (and will not use) a color display nor
graphical user interfaces on my computer.

Clearly, I shall be the first against the wall when the crunch comes!

...And y'know what? I don't care. I'm on *my* time after work is
over. :)

73,

--Bobbi

(A model T gal in a world of Vipers)

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995

Date: Sun, 25 Jun 1995 07:43:34 -0700 (PDT)

From: Steven Wilson <randyw@crl.com>

Subject: ART-13 items wanted

Message-ID: <Pine.SUN.3.91.950625073654.19899A-1000000@crl3.crl.com>

Wo0x is trying to restore a ART-13. He is looking for the following:
Power connectors, an operating manual (this is not the maintenace manual,
but a small manual that went with the set), a power supply (home brew ok)

He used a ART-13 in the South Pacific during WW II, and that is the reason
wants to get one on the air again.

His packet address is wo0x@ke0i.#swmo.mo.usa.noam, he is also good in
the call book. I am willing to relay internet e-mail messages (turn
around is a couple of days) via packet if you wish.

So if you have some extra ART-13 items you would like to see get back
on the air. W00X will try his best to do so. I hv not seen much on
ART-13's on the list so he is hoping.

de stan ak0b
e-mail via randyw@crl.com

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: 25 Jun 95 03:53:48 EDT
From: Dave Stinson AB5S/7 <72227.1640@compuserve.com>
Subject: AVT-112A transmitter
Message-ID: <950625075348_72227.1640_EHM74-3@CompuServe.COM>

If anyone has a diagram for the RCA
AVT-112A aircraft transmitter, I'd
be happy to pay for copying and mailing.

Thanks,
Dave AB5S/7

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 1995 18:25:24 +0200 (METDST)
From: MEC <danmec@inet.uni-c.dk>
Subject: Re: BA Aromas
Message-ID: <Pine.3.89.9506251838.A13908-0100000@inet.uni-c.dk>

On Fri, 16 Jun 1995, Tony Stalls (K4KY0) wrote:

>
> I once had a BC-1000 WW2 backpack transceiver (which incidentally went to
> Stan Tajima, JA1DNQ, when he was living in NJ) that had a manufacture date
> of April 1945 stamped on it. I had it for years and pretty much never did

> anything with it. Shortly before I gave it to Stan about 7 or 8 years
> ago, I opened the battery compartment and discovered that it apparently
> hadn't been exposed to the air much since it had been manufactured as the
> paint aroma was still present. Imagine smelling "fresh" WW2 paint in the
> 1980's! Wow! :-)
>

It appears that you have never 'smelled' a German WW2 radio. Hi.
Even in ones which were used still have that "fresh smell " .
73

Rag OZ8RO

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 1995 14:56:38 -0400 (EDT)
From: "Tony Stalls (K4KY0)" <ras@us.net>
Subject: Re: BA Aromas
Message-ID: <Pine.BSI.3.91.950625145335.2977A-100000@laurel.us.net>

On Sun, 25 Jun 1995, MEC wrote:

> On Fri, 16 Jun 1995, Tony Stalls (K4KY0) wrote:
>
> > I once had a BC-1000 WW2 backpack transceiver that had a manufacture date
> > of April 1945 stamped on it. I opened the battery compartment and
> > discovered that it apparently hadn't been exposed to the air much since
> > it had been manufactured as the paint aroma was still present. Imagine
> > smelling "fresh" WW2 paint in the 1980's! Wow! :-)
>
> It appears that you have never 'smelled' a German WW2 radio. Hi.
> Even in ones which were used still have that "fresh smell " .

Rag, I can't say for sure that I've ever even seen a ww2 German radio,
much less smelled one. ;^)

73,

Tony
K4KY0

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 1995 07:48:08 -0700 (PDT)
From: Steven Wilson <randyw@crl.com>
Subject: BA test equip wanted (tube stuff)
Message-ID: <Pine.SUN.3.91.950625074338.19899B-100000@crl3.crl.com>

I am looking for both 7 pin and 9 pin tube test adapters. These use to be in every TV service man's caddy. Not sure of the proper name but they plug-in the tube socket and then the tube plugs into them so you can get to each tube pin to test voltage, etc...

Other: whats a TV-7 or TV-2 worth ? anyone have one that is surplus to there needs ? I have a heathkit, but it will not test all of the tubes I seem to have..

de stan ak0b

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 95 13:14:53 UTC
From: n5off@w5ddl.aara.org
Subject: BA's at FD
Message-ID: <125067@w5ddl.aara.org>

I too brought the only BA to Field Day. I was bringing the recently finished R-390 up to the office, so I thought I'd plop it down on the picnic table for a while so the crew could jam on some Cajun music.

It wasn't long before our quarterback/big gun operator was at the table listening to marine CW and copying in his head, reciting what he was hearing. No so big a feat in its self, but this was Russian, Spanish, and English all over the 12.100 Mcs band. He was an intercept expert in Germany during the cold war, and said he was in charge of a room of 13 R-390A intercept stations all aimed east.

Needless to say, we get this ringer to our FD every year. His quote was funny. "I hadn't seen one of those things in 20 years. Now, I gotta get me one . . ."

73 de tom

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 95 00:57:20 CDT
From: bill@texan.frco.com (William Hawkins)
Subject: Re: BAs-Design Life
Message-ID: <9506250557.AA02449@texan.frco.com>

Nothing lasts a long time without maintenance. The real question is, was it designed to be maintainable. The use of non-ferrous castings for critical parts is justified if replacements are available (or planned to be available) _and_ the set wasn't built around the part, the way some cars are built around their radios. To remove radio,

first dismantle car ...

Judging from the maintenance manuals for the R-390 class of receiver, I'd say they were built to be maintained (if the gears never give out). Other military gear might not have been so designed, but rather was designed to be thrown away and replaced by a complete set.

Bill Hawkins bill@bvc.frco.com

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 95 10:14 PDT
From: jml@spider.lloyd.com (Jim Lockwood)
Subject: Boatanchors on Field Day, finale
Message-ID: <m0sPvG2-0010XQC@spider.lloyd.com>

I've shut down my Field Day operations and thought I'd post the non-award-winning results I got from running BAs exclusively. This may be of interest to others who ran BAs on FD or to those with terminal insomnia.

While many stations try to make as many contacts as possible, my goals were to use as many different BA rigs as I could and to use AM as much as possible.

Here are the results:

Rig	Mode	Band	Results
Seneca/HQ-110	AM	6M	5 contacts, best=Colorado
Swan 250	SSB	6M	5 contacts, best=Idaho
GSB-100/2B	SSB	40M	8 contacts
HT-37/GSB201/R4B	SSB	20M	2 contacts (what *are* those other stations running??)
HT-37/R4B	SSB	15M	4 contacts
SR-500	SSB	75M	10 contacts
		40M	6 contacts
		20M	4 contacts (what *are* those other stations running??)
HW-2036	FM	2M	2 contacts (OK, not a BA, but still ancient)
DX-100/Mohawk	AM	75M	23 contacts (!)

I'm clearly the most pleased at being able to use AM on two different bands, however, it would have been nice to have heard another AM station also working Field Day. I didn't hear a single AM station and I'm surprised and dissapointed by that. Where did everybody go?

Anyway, that's it for this year for Field Day. Maybe my results will inspire others on BA to dive in next year and run that old gear like it was meant to be used.

73,

Jim - km6nk, "1D Sacramento Valley**"

**This is a laugh....I'm at 3600 feet and it's downhill in every direction from my QTH.

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 1995 18:49:32 +0200 (METDST)
From: MEC <danmec@inet.uni-c.dk>
Subject: Re: Brit Engineering
Message-ID: <Pine.3.89.9506251830.A13908-01000000@inet.uni-c.dk>

You may not know it, but the Brits made world's first computer during WW2 to crack the German ENIGMA chiper !

73 Rag oz8ro

On Mon, 19 Jun 1995 n5off@w5ddl.aara.org wrote:

> I did not write this joke, nor do I (necessarily) agree with it, but it gave
> me a chuckle back a few years ago.
>
> Q: Why don't the British make computers?
>
> A: Because they can't figure out how to make them leak oil
>
> Sorry, couldn't resist. . .
>
> 73 de tom
>

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 1995 21:24:53 JST
From: rrrh@twics.com
Subject: Collins Items Wanted (Resending)
Message-ID: <009926CA.93211B00.108@tanuki.twics.com>

Subject: Collins Items Wanted

Hello BA memebers:

I am looking for the following Collins items:

- 1) CW Mechanical Filter for 75S-3B : F455FA08
- 2) 516F-2 AC Power Supply WE
- 3) AF Gain Control (500 KOhm Dual) for 51S-1

I would appreciate any help from you.

Besat Regards & 73
JA1D0D
Roger Hanazawa
rrh@twics.com

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: 25 Jun 95 03:52:08 EDT
From: Dave AB5S/7 <72227.1640@compuserve.com>
Subject: DM-64 Dyno
Message-ID: <950625075208_72227.1640_EHM74-2@CompuServe.COM>

Anyone know what equipment used a
DM-64 dynamotor? It's 12VDC so
it was probably for land vehicles
and supplies 250 VDC. It's
marked "SIGNAL CORPS" so
it's one of ours.

Who needs it?
Dave Stinson AB5S/7
Lost Wages, Nevada

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 1995 18:48:03 +0200 (METDST)
From: MEC <danmec@inet.uni-c.dk>
Subject: Re: EU hamfest report
Message-ID: <Pine.3.89.9506251825.A13908-0100000@inet.uni-c.dk>

I have just returned from a visit to Europe's closest thing to Dayton, Hamradio in Friedrichshafen in Germany, very close to the Austrian and Swiss borders.

Very few US BA's in the fleamarket. A couple of BC 312, Collins S-lines, PRC-7, and GRN-9 etc.

Some Russians showed up with ex-Red Army gear. Very heavy, probably from tanks. RUGGEDIZED ! Also they were selling handbooks (in Russian !)

Managed to pick up a SPETNATZ set, with burst transmitter etc. Not cheap, but very rare !

An ENIGMA from WW2 without the code wheels costed 4000 dlr ! But it was in good condition, with plug board and bulbs.

A Hallicrafters SX 122 was 300 dlr. very nice condition.

73 Rag OZ8ROX

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sat, 24 Jun 95 20:53 PDT
From: jml@spider.lloyd.com (Jim Lockwood)
Subject: Field Day Signal Reports, the sequel
Message-ID: <m0sPild-0010h0C@spider.lloyd.com>

After 6M Field Day activity died down today, partly because the band closed and partly because everybody had worked everybody, I tried 40M SSB with my GSB-100/Drake 2B combination. It was effective but not exciting. Then I tried 20M SSB with the HT-37/GSB-201/R4-B combination. Marginally effective, but not exciting. Finally I decided to fire up the DX-100/Mohawk and see what 75M would do.

In terms of cheap entertainment, I got waaaay more than I bargained for.

First off, everyone who has come back to my "CQ Field Day" has been on SSB. Not a single AM station has answered my call. Among those who I've contacted, most have made no comment one way or another about the fact that I'm on AM.

One station commented "Beautiful AM signal!", the only station who demonstrated a clear grasp of what he was hearing.

A couple of stations inquired tentatively, "Are you running AM?" Of these, one said "I thought about firing up my KW-1, but didn't think anyone would answer." (Wrong!!)

Two comments, though, just sent me into hysterics and it was all I could do to respond through the laughter.

One station, who responded, but slightly off frequency, said, "There is a terrible hum on your signal....I can barely copy you." Well, I panicked briefly, put the DX-100 on the dummy load and listened to my signal....just as clean as could be. I think the guy didn't know how to zero beat.

The other station, my personal favorite of all the ones I've talked to with the DX-100 today, had me repeat my call and the information three or four times. He said that each time I would start to give him the info there was a tuner upper who would come on right on top of me. :-) :-) :-) :-)

I tell ya' guys and gal, AM on Field Day is more fun than a person ought to be allowed....

73,

Jim - km6nk

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995

Date: Sun, 25 Jun 1995 15:20:20 -0700

From: dmedley@indirect.com (David Medley)

Subject: Hallicrafters SX-62

Message-ID: <199506252220.PAA06066@bud.indirect.com>

About a year ago I acquired an SX-62 which was reasonably clean as these old Hallis go. Needless to say it did not work. As I had other things to do, including moving to Arizona, I set it aside. So today I decided it was time to do some investigating and soon found the major problem, can type filter caps. On replacing these and the rectifier tube the thing came alive (sort of). Then after replacing some old paper .1 caps things started looking up and it now perks along quite well. So I will get onto aligning it. I have just acquired a sweep generator which covers the 100kc to 2meg spectrum and I think this might be a big help. This radio came in a wooden cabinet, rather substantially made and covered with contact paper. I assume this is not what it came in originally. The photo in the manual shows a cabinet very similar (same?) as that of the SX-42. Also it has no bottom plate but there is no evidence that it ever had one (no screw holes). The large tuning cap also has no cover but I assume this is normal.

I would be interested to hear from anyone out there who has worked on this radio and would welcome any hints and tips. It is a really nice looking radio, with the sliderule dial and sounds just great. Those pp 6v6s and a big speaker sure make nice sound.

Dave KI6QE

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sat, 24 Jun 95 22:38:57 PST
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Re: Help me not throw in the towel.
Message-ID: <90902.ddillman@igc.apc.org>

On Sat, 24 Jun 1995 22:07:36 -0500,
Aaron J. Grier <agrier@reed.edu> wrote:

>It got me thinking. I've got a radio that's probably older than I am,
>(I'm 19,) which although getting better through the years slowly but
>surely with my tinkering, still isn't as easy as the little hollow-state
>boxes I saw at field day. Heck -- my elmer has been "converted" since
>his Swan finally gave out on him after 20 years of service. Why don't I
>just save up my money for a silicon-based radio?

>

>It's a sick nostalgia I've got for an era I wasn't old enough to
>remember. I think to myself "yeah, I'll sell this thing for \$20 to some
>OM who'll have it up and running in a week, and I'll get myself a
>whiz-bang gizmo of a rig and plug it into my computer and make all those
>DX QSOs with a minimum of hassle from the equipment." But I don't think
>I'll ever get rid of this thing. Or will I? AAAGH!

>

>I turn it on with a click and a nice 'hummm.' I can see the little tubes
>in it glowing away. There's no digital readout on the thing (though one
>of these days I'd like to tack a frequency counter on it, just for fun,)
>-- it's got a nice lighted dial. IT's got knobs on the front -- knobs
>that I use, knobs which are functional, and not just bells and whistles.
>In order to get it to receive in the best way, I've got to tweak the
>dials. It's got to be calibrated and tuned. The pots have to be
>trimmed. Resistors need to be checked. I'd clean things out in it, but
>I'm afraid too much abraisiveness and I'd wipe away the silk-screened
>PCboard markings.

>

>But the most important thing -- it warms up. Hey! It's warm, like me!
>And in a sense, it's alive. Yes, it's a bit sick right now, but it's
>alive. It has a distinct scent, even. So do I. :] It's got a soul,
>something which these hollow-state rigs just can't offer.

You have absolutely put your finger on it, OM. What we're dealing with here has to do with passion, perhaps even obsession. Thus, by definition, the process of logical thought does not apply. And, if you agree with me, you will give thanks that such a passion has been visited upon you as those who have not been so visited are usually dull souls indeed. As to selling the thing, forget it. You may indeed sell that particular radio but you

will not get rid of your love for such things by that act and will soon have another, and another, and probably another still.

Yes, they are a pain in the ass in the sense that they demand your personal involvement, unlike plug an' play radios. And in that, of course, lies their great charm. It's like the choice between a wooden or fiberglass sail boat. Those who possess sanity choose fiberglass. Those who willingly lost their mind years ago choose wood. And it's the latter who are usually the most interesting to know.

Dick Dillman
"If I Can Lift It I'm Not Interested"
<ddillman@igc.apc.org>

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sat, 24 Jun 1995 23:51:21 -0700 (PDT)
From: "Aaron J. Grier" <agrier@reed.edu>
Subject: Re: Help me not throw in the towel.
Message-ID: <Pine.ULT.3.91.950624234302.28107B-100000@romulus.reed.edu>

On Sat, 24 Jun 1995, Dick Dillman wrote:

> You have absolutely put your finger on it, OM. What we're dealing with
> here has to do with passion, perhaps even obsession. Thus, by definition,
> the process of logical thought does not apply. And, if you agree with me,
> you will give thanks that such a passion has been visited upon you as those
> who have not been so visited are usually dull souls indeed. As to selling
> the thing, forget it. You may indeed sell that particular radio but you
> will not get rid of your love for such things by that act and will soon
> have another, and another, and probably another still.

:) And one of these days I'll have enough money to get as many as I want! Or maybe I'll rescue a couple from people's garages! Or I'll see some about to be thrown out and get them! Hahahahhahahhh! <manaiacal laugh> Yes, and I'll build that difference engine as well! Just you wait...

> Yes, they are a pain in the ass in the sense that they demand your personal
> involvement, unlike plug an' play radios. And in that, of course, lies
> their great charm. It's like the choice between a wooden or fiberglass sail
> boat. Those who possess sanity choose fiberglass. Those who willingly lost
> their mind years ago choose wood. And it's the latter who are usually the
> most interesting to know.

Exactly... my friend and I often tell each other that we're both crazy. Somehow, neither of us minds it much. :)

The Finn / VLA | "Feel the love: have a carrot!" -- Groovy Dave
Aaron J. Grier | DE CB EE 65 0D EE 3A 0C 1E D7 F5 4D 9E 02 3C C4
agrier@reed.edu | The above line contains a bunch of letters & numbers.

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 95 14:45:37 PDT
From: jproc@worldlinux.com
Subject: RE: Help me not throw in the towel.
Message-ID: <Chameleon.4.01.2.950625151335.jproc@>

>But the most important thing -- it warms up. Hey! It's warm, like me!
>And in a sense, it's alive. >

Aaron,

Several comments to your post:

If you owned, a Model T Ford, you would not likely take it to work on a daily basis for many reasons. However, when you want to experience the 'feel' of using a simple automobile which lacked speed, safety devices and comfort, then the Model T would be the natural choice. For commuting to and from work, you would probably want to use a car equipped with safety devices and a capability to safely travel at posted highway speeds. There is a place for both. The same holds true for the hollow versus solid state argument.

Up to 1993, I used a Heathkit Apache with SB10 and Hammarlund HQ145 receiver for hamming. It was a real pain in the butt to use gear in which one had to keep a TX VFO and an RX VFO in sync. The Apache drifted and I always received complaints from the solid state rice box operators. My equipment was no match for a synthesized, phase locked VFO and the comments were not taken seriously. My satisfaction was derived from knowing that I required more skills than being able to operate a tuning and volume control knob. The reality is - for 'volume' situations, I would really prefer today's solid state rig. For nostalgia, long live the fire bottle equipment of yesteryear.

As far as your HW101 is concerned, I used one aboard the ship for two years. On many occasions, I received excellent reports on audio quality. This would be one major reason for preserving this rig. Peaking up the Preselector and Final Tuning controls on a tube transceiver is no big deal. I never bothered to peak the controls unless I made frequency excursions beyond 50 khz. Let me know what's wrong with your unit as I have had a bit of experience fixing these.

Regards,

Jerry Proc VE3FAB
E-mail: jproc@worldlinx.com
Radio Restoration Volunteer
HMCS Haida Toronto, Ontario

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 95 09:25:27 -0400
From: lakeith@wrdis01.robins.af.mil (Larry Keith)
Subject: J-38 Guru needed..
Message-ID: <199506251325.IAA13857@wrdis01.robins.af.mil>

All this talk about J-38's made me dig mine out of the desk drawer and take a look. According to the box, this one was made by Radio Essentials, Inc of 476 Broadway, New York, NY. The box end flap has the following printed on it:

Signal Corps	U.S. Army
Key J-38	
File # 13945 - Phila - 43	
Made by:	
Radio Essentials, Inc.	
476 Broadway	New York, N.Y.

On the bottom of the black phenolic (?) base is a painted (?) stamp in the shape of a square. I think it says:

SC
7330
A

I don't see any other identifying markings.

Does anyone have any info about this key?

73,

Larry, KQ4BY

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995

Date: Sun, 25 Jun 1995 14:56:00 -0400
From: HAMRLUND@aol.com
Subject: MILITARY MANUALS WANTED
Message-ID: <950625145559_77934413@aol.com>

I am looking for the following (and others): Original only..

TM-866
TM-11-851

Will buy or trade for other manuals I have if you need them.

Thank you
Robert Fowle
Jackson, Mich.
517-789-6721

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 1995 10:14:05 -0500 (CDT)
From: Fire Bottle archive handler <firebotl@jackatak.theporch.com>
Subject: re: Sunspot cycle
Message-ID: <9506251014.aa20632@jackatak.theporch.com>

Mike-

> OK -- I've rcvd lots of public and private mail trying to convince me
> that now is a low spot in the cycle.

And something to also consider: sunspots cycles are *NOT* uniform.
That is, the bottom of some cycles may be near the peak of other
cycles, and I think the continued references to the 1958 (cycle peak)
cycle are a case in point.

> What I was really wondering is how come 1960 was such a good year
> (as in wines, not blimps). Seems that 1960 was only about halfway
> down from the '57 peak (the year Sputnik went up), and there were
> some extra-good band openings that summer.

For one thing, the ionospheric conditions during the peak times of the
1958 cycle were the "best" in the history of radio. The MUF was
consistently ABOVE 30Mc (we did do hertz until the next cycle! ;^) and
some days reached ABOVE 50Mc! Having 10 meters open 24 hours a day is
something that is not common, even at sunspot maxima, but in 1958 that
is what happened... that was truly the "high water mark" for sunspot
cycles in recent times, certainly within the span of radio history.

1960 was only a short time beyond the peak, and because of the
extremely high sunspot activity and ionospheric, represented only a small
slide off a "normal" peak...

As the 1968, 1979, 1990 cycles have come (and gone) none of them has been anywhere NEAR the level of the peak of the '57/'58 and the troughs in the bottom of the cycle have been LOWER than the lows of the best cycle ever.

I had only been licensed a short time in 1958... two years, and I knew nothing of the great sunspots from my hamming, because I was a long-wave resident, 80 and 40M (160 was pretty limited then and didn't hold the same fascination to a 16 year old as it does today... ;^) However, when the NBC affiliate from Birmingham, AL captured our TV receiver and knocked the local CBS affiliate into the weeds *regularly* in the summer of 1958... I began to get curious as to why... my questions got some strange answers, and from the urge to learn, I found out about sunspots, almost too late to experiment on my own.

> And of course the sun is an analog device and can't count.
True. In very gross terms, in the long haul the sun is a steady state. In our terms, there is a cyclic sunspot activity that impacts the ionospheric conditions on Planet Earth... and the frustrating (and exciting) aspect of this is the cycles are irregular and do not strictly follow a predicatable pattern of occurrence... we can not say that the next cycle will be above or below the high-water mark -- which may have been a 500-year "flood" mark! ;^) We can only say that in about "N" years the sunspot activities will peak *for the then current cycle*...

A tad more than \$0.02, but it has been fun reading this threaad. ;^)

--

73

Jack, W4PPT/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)
- - - BoatAnchor Mailing List Archiver/Owner - - -
firebotl@jackatak.theporch.com - "Plus ca change, plus c'est la meme chose"

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 1995 12:57:19 -0400
From: HAMRLUND@aol.com
Subject: TRADE:390A OR RA-117/SP-600JX21A
Message-ID: <950625125717_77877801@aol.com>

Want to trade, either my Collins R390A or my Racal RA-117
for a Hammarlund SP-600-JX-21A.

If interested contact me

Robert Fowle
Jackson, Mich.
517-789-6721

p.s. I'm working in the yard as of this time so if you call let it ring till someone answers, other wise e-mail I'll check it in a while.

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sat, 24 Jun 1995 22:49:24 -0500
From: mshaum@xnet.com (Mark Shaum)
Subject: WB4DBB's Collection/July CQ
Message-ID: <199506250357.WAA13654@quake.xnet.com>

I think I've glimpsed the real BA heaven, and it seems to exist at WB4DBB's QTH.. definitely scan the article beginning on page 58 of July CQ.. I'm finally getting around to reading this issue, flip through and POW! Never saw so many Drake rigs stacked up at any one place. Then I turn the page to a stack of 6 75A4's. And FOUR 8640 series signal generators! About six KWM-380's. We have to get this gentleman on the BA list!

Herman has an interesting choice of his 'favorite rigs'. The 75A4/KWS1, the Drake 1A, the CE 200V and the Hallicrafters FPM200 are mentioned during his interview for the article.

73! - Mark, NE9G

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 1995 13:35:53 -0400
From: Nick England <nick@cs.unc.edu>
Subject: re:WB4DBB's Collection/July CQ
Message-ID: <199506251735.NAA11782@pharos.cs.unc.edu>

For some reason I haven't gotten my July CQ yet, but I know Herman WB4DBB pretty well - he's the other guy with the flashlight at Virginia-NC hamfests! He is a really good guy, extremely knowledgable about boatanchors as well as modern RF technology. We swap "want lists" and he has helped me out a lot on stuff for my collection. He's an all-around ham with impressive DX wallpaper, VHF/UHF/Microwave homebrew stuff., you-name-it. The only thing he's not into is computers - I've tried to get him interested in the boatanchors list several times, but no-go so far. He'd definitely be an asset as he knows a lot of history and technology. Say hello if you see him at Dayton or one of the East Coast hamfests.

Nick KD4CPL

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: 25 Jun 95 03:49:43 EDT
From: Dave AB5S/7 <72227.1640@compuserve.com>
Subject: What a cruel fate...
Message-ID: <950625074943_72227.1640_EHM74-1@CompuServe.COM>

n5off@w5ddl.aara.org wrote:

>Darryl Greenamyer has been working for several years to recover a
>belly landed B-29 from the ice in Greenland.
>Apparently, they attempted to fly the plane out a few weeks ago, but the
>APU caught fire and burned the plane to the ground/ice.

The lose of the B-29 is tragic, but my heart breaks for Mr. Greenamyer
and his crew. All those years working on a dream....Life can be cruel.
Dave AB5S/7

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 1995 11:22:54 -0500 (CDT)
From: Fire Bottle archive handler <firebotl@jackatak.theporch.com>
Subject: What a cruel fate...
Message-ID: <9506251122.aa21310@jackatak.theporch.com>

This thread struck something, particularly when viewed through the
lens of Dave's comments and the parallel thread with young Aaron and
his new-found love of his BA rig...

> n5off@w5ddl.aara.org wrote:
> >Darryl Greenamyer has been working for several years to recover a
> >belly landed B-29 from the ice in Greenland.
> >Apparently, they attempted to fly the plane out a few weeks ago, but the
> >APU caught fire and burned the plane to the ground/ice.

And Dave, 72227.1649@compuserve.com added:

> The lose of the B-29 is tragic, but my heart breaks for Mr. Greenamyer
> and his crew. All those years working on a dream....Life can be cruel.

Wait! Are the years, months, weeks, and days of dreaming and planning
of absolutely no value because the prize B-29 was not retrieved? Did
not the dream bring LIFE and ANIMATION and PASSION and JOY and,
ultimately, DISAPPOINTMENT into Mr. Greenamyer's being? Would his life
have been improved had he not dreamed, had he not struggled, had he
not *tried* and had he not experienced his life's dream?

How many of you, on your death beds, will rue that you didn't spend more time at work? How many will recall with a faint gleam, something special that makes us know we had the grace to BE ALIVE and to experience the bitter *AND* the sweet that life has to offer?

Is the *possession* of the object the key here, or is the possession of the life that the pursuit brought into being the real meaning? We, on this mail list, pursue Boatanchors for a variety of reasons, and most of the satisfaction is not from the simple possession, but from the overall experience...

Finding that a beloved BA won't play as it once did because a part has failed and no replacement is available may not be the worst that happens, because the dream, the memory, and the *life* of the relationship with that BA will live beyond the mere ownership of the rig.

I struggle with life, every day. I live it, and I try to grow and expand, and every day I fail at some aspect of living... and I am grateful for the *experience* of life, for the wonder and the joy of being an active participant... Please, spare me from the antiseptic existence that is sheltered from the unexpected, the failures and triumphs...

Better to dream the impossible dream, and struggle to make it happen and have it not "succeed", than to have no dreams, and no sense of having even been alive... I am deeply sorry that the B-29 was lost, but I celebrate the dream of Greenamyer!

--

73

Jack, W4PPT/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)
- - - BoatAnchor Mailing List Archiver/Owner - - -
firebotl@jackatak.theporch.com - "Plus ca change, plus c'est la meme chose"

From boatanchors@theporch.com Sun Jun 25 18:53:40 1995
Date: Sun, 25 Jun 1995 15:14:55 -0500 (EST)
From: "Roberta J. Barmore" <rbarmore@indy.net>
Subject: Re: WTB: Western Electric screwdriver KS-2348
Message-ID: <Pine.3.89.9506251529.C3014-0100000@indy3>

Hi!

In re Ray's "thousand-line screwdriver," I've seen a larger version of them...and you won't *believe* where: some Sony professional gear uses "slot and hole" screws of this type!

Even more amazing, the rising-sun screwdrivers supplied for such use are distinctly BA-ish, with a nice wooden handle in the old electrician's style and made of honest steel. (There may be some hope for those folks after all--Sony et al, I mean, we've already met one fb JA ham on this very list).

It *might* be possible to find such a screwdriver at Graybar, or at some outfit specializing in supplying tools to the imported-VCR service types; Sony quite often uses the same hardware in consumer gear as the pro stuff, mostly to keep consumers out of the insides.

Yes, it's probably a bit of a tough pill after all of the "wonderous" Yeascomwoods but there *are* some things for us BAers from that side of the world. Some of the last widely available decent vernier dials were from JA-land, too!

73,

--Bobbi

(Just so long as I don't have to wear those wooden sandals! Or do kareoke.)

PS: a Dremel with a small grinding stone, a small vise, a magnifier/lamp on a Luxo arm and an Xcelite "green tweaker" as the raw material might be the key to homebrewing one of these. It's not as handy but it would work, and it's easier than trying to use a file!